

THE BUREAU OF CORPORATIONS IN THE NEW DEPARTMENT.

One of the gentlemen who accompanied Mr. Davis said they were received most cordially by the President and by Mr. Corley and Mr. Garfield. They were impressed by the cordiality of their reception, and they came away strongly of the belief that Mr. Davis would get a good place. He will probably be appointed.

LEAVING FOR HOME.

Senator Martin expects to return to his farm, near Seaford, on Saturday. He and Mrs. Martin have spent the winter at the Hotel Gordon, where they have resided for several seasons. The Senator has a great deal of work to do between now and the time of his departure, attending to matters for constituents at the departments. His mail is very heavy now.

Senator Daniel, who lives at the Burton, will not go home for several days. He, too, has many matters to look after and quite a heavy correspondence to clear up.

Representative Jones and Mrs. Jones and their little girl left for their home in Richmond county this afternoon. 13th Mrs. Jones and their daughter have been quite sick for several weeks and yesterday Mr. Jones received a letter notifying him that his little son has whooping cough.

VIRGINIA CONVENTIONS.

Mr. J. N. Breneman, of the clerical force of the State Senate, spent last night at the Hotel Gordon. He saw a number of Virginians and incidentally attended to some business matters. He made some arrangements with dealers regarding his book, "The History of Virginia Conventions." This book, by the way, is attracting considerable attention North and South. It is a remarkable fact that in the course of Mr. Breneman's long service in the Virginia Legislature and in the National Convention, he never missed a day from his work until this week.

General Charles J. Anderson, of Richmond, was here to-day.

Congressman Rixey, of the Seventh District, and family are here now.

RURAL FREE DELIVERY.

The following rural free delivery carriers have been appointed for Virginia: James B. Bell, Port Delancey; James M. Quisenberry, Davis; William H. Tinsley, Swope; Wilbur P. Ainsworth, Pinecastle; Hampton Spiller, Pinecastle; Henry R. Payne, Fall Creek Depot; William H. Nichols, Sr., Fall Creek Depot; William H. Nichols, Jr., Kingsburg; W. Land, Concord Depot; Guy S. Linn, Weyer's Cave; Alfred R. Glover, Weyer's Cave; Lee B. Meyers, Mount Sidney; Edward O. Shumaker, Mount Sidney.

Marriage licenses were granted here to-day to Ephraim R. Mulford, of Bridgeport, N. J., and Martha Jackson, of Charlottesville, Va.; Charles M. Waldrop and Mirie M. Davis both of Louisa county, Va.

The President-to-day nominated Assistant Surgeon Leslie L. Lumsden of Virginia to be a passed assistant surgeon in the Marine Hospital service.

ANOTHER CHAPTER IN VENEZUELAN AFFAIR

(By Associated Press.)

WASHINGTON, D. C., March 19.—Another important chapter in the Venezuelan controversy developed to-night. Impelled by the persistent reports which have been circulating that there might be a disposition on the part of the allied powers to settle directly with President Castro the question of the payments of the claims of the citizens against Venezuela, coupled with the insistent delay in settling the additional protocols with him, Mr. Herbert W. Bowen, Venezuela's plenipotentiary, has made an effort to obtain positive information from the allies as to their intentions in the premises. With this purpose in view, to-night, he addressed to Sir Michael Herbert, the British ambassador at Washington, a polite note, calling attention to the delay of about a month and the rumors that have been current that the powers are not disposed to send the question of preferential treatment to The Hague. Mr. Bowen urged it as desirable that some declaration should be made by the allies as to what they will do.

MORGAN INTRODUCES SWEEPING RESOLUTION

(By Associated Press.)

WASHINGTON, March 19.—Mr. Morgan introduced a resolution in the Senate to-day which recites that it is the duty of the United States to take action that will cause the abuses of the power of taxation to cease; that there should be free trade between the United States and the insular possessions; that the interest bearing debt of the United States should be repaid; that corporations employed for the purpose of monopoly are subject to the control of Congress, and Congress should make vigorous use of such powers.

LET COUNTY FIGHT ITS OWN FIRES

(Continued from First Page.)

city limits. He states further that where such danger does not exist the board is not authorized to have the city department go to the fire, and it should not go. Mr. Pollard expressly excepts the Locomotive Works, the Cedar Works, and such other places where the Council has allowed a private box and connection with the fire alarm system. The department should go to these in all cases.

MAY STAND AND LOOK.

The reading of the opinion was given the closest attention for all realized that not in their connection with the board had a more important question come up. If a man's house, or half a dozen houses, or a manufacturing plant, in the suburbs were burning down, and the city property, in the judgment of the chief, was in no danger. The city's department would come to the edge of the city's limits. It might be, and look on, or probably remain at the stations, and only the chief and captains remaining on the lookout, and not a hand would be turned to help. This is the law, as construed by Mr. Pollard, though heretofore the department has always been in the habit of responding when called upon.

Mr. Lecky put the matter into shape for consideration and discussion by the board, offering a resolution to the effect that the department should not go to outside fires except when in the opinion of the chief city property was in danger.

THE TAX DODGERS

Mr. Lecky, in making his opening address to the resolution, contended that the law, as construed by Mr. Pollard, was just and right. Many of the city tax-dodgers just over the city line to escape paying for city conveniences and protection, getting it, however, and thinking they would continue to get it, while the city people footed the bill. He showed that if in responding to an alarm in the county a person were to be hurt, every member of the fire commissioners, the driver and the chief, would be liable for damages to the injured, just as if the

Tonight

Just before retiring, if your liver is sluggish, out of tune and you feel dull, bilious, constipated, take a dose of

Hood's Pills

And you'll be all right in the morning.



From 4 years to fourscore! We meet all the clothing wants of man or boy.

These spring weight suits from last year, at about one third off the price, afford the boy as well as the man exceptional values:

Last Year's Light Weights:

For Men:
\$12.50 instead of \$18.00 and \$20.00
10.00 instead of 15.00 and 16.50
7.50 instead of 10.00 and 12.50

For Boys:
\$2.50 instead of \$3.50 and \$4.00
3.50 instead of 5.00 and 6.00

New Spring Hats, Shoes, Shirts and Scarfs are ready.

O.H. Berry & Co.
MEN'S & BOYS' OUTFITTERS

those wagon or truck was the private property of the commissioners. This, of course, was not true if the fire were in the city, only the driver could be sued and damages could not be gotten from him unless it was shown that he had been reckless. He called attention to the fact that when the department went out of the city it jeopardized property in the city, since if a fire occurred the department would be crippled in fighting it. He said he believed that the city would be liable for damages if a big fire occurred in the city when the department was fighting Henry's fires. He indicated the result would be beneficial to the county people after all, for it might induce them to come into the city.

WANT TO REPRISAL

President Froehner held that the city could not well refuse help when applied to, since if the city was herself in danger she would appeal to Petersburg, Washington or anywhere else for aid. Then if the city expected aid in time of trouble she ought to be willing to give aid to others. Mr. Lecky answered this by saying that this reciprocity could only exist where the other community had a fire department and could render assistance, but that the county people, his mother and sisters among them, made no pretense of having a department, but as in a recent case, yanked the city's well as soon as a claim was started, calling on the city to send to their relief \$50,000 worth of property, which they deliberately dodged help paying a cent for.

STUCK TO THE LAW.

Capitalist Charlie Taylor held that he was in favor of sticking to the law. There was nothing else for the board to do, but he wanted the Chief to have specific instructions as to what outside localities are to be covered by the Richmond department, and not leave it solely to his judgment at the time. He was confident that the Chief wanted such action by the board, as it would relieve him of embarrassment.

Some of the body were evidently greatly impressed with the necessity of some definite action, and yet they wanted to be careful and be fair, just and liberal as possible to all.

Mr. Levy moved that the matter be carried over for further consideration until the next meeting. This, when amended by Mr. Lecky that the City Attorney be invited to be present, was adopted.

The remainder of the session was taken up in the transaction of routine business. The resignation of W. T. Acree, of Engine Co. No. 2, was received and accepted, to date from the beginning of March 19, 1908, and S. R. Perdue, full hoseman, was promoted to fill this vacancy, and Substitute G. W. Prater was promoted to fill hoseman, vice Perdue.

TRAVERS WON FLIGHT HANDICAP

St. Tammany and Josette, the Favorites, Were at No Time Prominent in Running.

(By Associated Press.)

NEW ORLEANS, La., March 19.—Pulley hand, little trouble in landing. First race—sprint, 1:03 to the winner, to-day, St. Tammany and Josette were strong favorites, but neither was at any time prominent. Travers led all the way and won easily by three lengths. Clorita and Nellie Regent were the winning favorites.

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CHANCE TOO DESPERATE

Attempt to Send Tug Through Crevasse Abandoned.

MEMPHIS CREST OF WAVE

Though a Fall is Expected Shortly, Seriousness of the Situation Has Not Lessened—Passengers on Water-Bound Train Saved.

(By Associated Press.)

MEMPHIS, TENN., March 19.—It is believed to-night that the crest of the Mississippi River flood has reached Memphis, and that a fall will begin within less than twenty-four hours. However, the conditions that exist above Memphis, with the gap in the levee at Trice's Landing, Arkansas, makes it a most difficult and uncertain matter to forecast what is likely to occur in the flood situation. The gauge to-night shows forty feet and stationary, a rise of two-tenths in twenty-four hours.

While the crevasse has not widened to any appreciable degree, the levee is overtopped a short distance further to the north, and the flooded Mississippi is discharging much water at both this place and the crevasse.

A difference of between four and five feet exists in the height of the water on either side of the levee at the crevasse and the rush of water through the opening is terrific.

The St. Francis levee board to-day made a second effort to send the tug Diana, and a barge through the crevasse to assist in rescuing people and live stock from the flooded area in Arkansas. The Diana and the government steamer Abbott went to the crevasse to-day with the purpose fully formed of sending the tug through in charge of Captain Fogleman, who had volunteered for the dangerous work. When the situation was carefully inspected the idea of putting the tug through the gap was abandoned, as the fall is so great and the rush of water so strong that it was feared the tug would not safely pass through.

About one hundred yards west of the levee there is a belt of heavy timber, and the current sweeps against the large trees with force sufficient to make them sway with violence. This condition made it most probable that the tug would be swept into the timber by the force of the current and disabled or even overturned. These and other unfavorable conditions made it impossible to ease the tug through with cables, as contemplated, and consequently the task has been abandoned for the present at least.

MORE FAVORABLE.

To-day's reports from the flooded sections of Arkansas are more favorable, and for this reason the failure of the passage through the crevasse of the tug was not taken with much disappointment. The Frisco Railroad succeeded in running a relief train to-day to Marion from the west, but persons there declined to leave their homes, as they take the view that they are in no danger for the present. It is also reported that all live stock there is being well cared for and food is sufficient.

All passengers from the water-bound trains across the river were brought to the city to-day. No repairs have been made in the washed-out tracks, and no forecast can be made as to when traffic will be resumed to the west.

The Yazoo and Mississippi Valley Railroad has resumed through operation over its own line to New Orleans from Lake View, a transfer boat having been put in service between this city and that point.

There were no startling developments in the flood situation in the Memphis territory to-day, and all conditions general except along the levee in Arkansas, north of the break at Trice's Landing. Several critical points exist in that section and other breaks may occur. The territory north of the break has suffered but little from the overflow, and abundant dry land still remains there.

Break would, however, cause much suffering and loss of property.

SITUATION HOURLY GROWS MORE CRITICAL

(By Associated Press.)

VICKSBURG, MISS., March 19.—With all previous high-water marks already passed at several points between Vicksburg and Greenville and the crest of the wave not in sight, anxiety for the safety of the levees guarding the Yazoo delta grows greater. Several weak places have appeared on the embankments along the Itasca, Bolivar and Washington county fronts, notably at Duvalis, Malones and More Landings, and grave fears are entertained.

The levee at Elton, near Lake Providence, on the Louisiana side, which was reported last night as being in great danger, is still intact, but the river is steadily creeping toward the crown, and the situation is reported as extremely critical.

The river rose two-tenths between 8 A. M. and 7 P. M., the gauge to-night registering 49.7.

RIVER AT NATCHEZ

IS STILL GOING UP

(By Associated Press.)

NATCHEZ, MISS., March 19.—Alderman Jacob returned to-day from a trip to Ashland, where the private levee was overtopped last week, the water pouring in, washing away the levee and flooding the western end of Jefferson county. Nothing can be done with the levee there, and planters must wait until the river goes down.

The inflow from Bogers crevasse is still Black River, that river showing a rise of one-tenth at Jonesville and still rising.

The Betsy Ann came in to-day from Bayou Sara with another full trip of refugees and stock. She cleared as quickly as possible to get another load. The river here rose 35 in the twenty-four hours ending this afternoon at 4 o'clock, which makes 4.5 above the danger line, and rising.

NO CAUSE FOR FEAR AT NEW ORLEANS

(By Associated Press.)

NEW ORLEANS, La., March 19.—The river gauge to-night is 95.5, or a tenth below the previous highest record. The weather continues fine, much work has been done, and the line stands solid. The river is going much higher, but the levees in the city and most of the banks in the State are built and prepared for several feet more of water, so that the engineers will see no cause for uneasiness.

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GAME LAW'S PROVISIONS

Bill That Was Yesterday En-grossed by the Senate.

WILL PROTECT THE BIRDS

Its Most Valuable Feature Will Be That Preventing the Slaughter of Game by Wholesale to Ship It Out of the State.

The game bill which has been passed to its engrossment in the Senate marks a new policy in Virginia on the subject of game protection. The advocates of the bill think that a general game law has become an absolute necessity, as the game of the State is rapidly being exterminated under present conditions, and they feel much encouraged at the prospect that the bill, when printed in its amended form, will be passed practically without opposition.

When the bill first came from the Committee on Fish and Game there were many who thought its provisions too stringent, but it has been greatly modified by the amendments placed upon it in the Senate.

Some of its principal provisions are as follows:

It provides a uniform open season throughout the State instead of the various provisions for the different counties heretofore prevailing.

In the counties of the Blue Ridge Mountains the open season for partridges, wild turkeys, etc., is from Nov. 1st to Feb. 1st. In the counties west of the Blue Ridge the open season is from Nov. 1st to Jan. 1st.

The Board of Supervisors of any county, however, may shorten the open season in their county, and by regulations not inconsistent with the provisions of the act may further protect the game within their county, but may not lengthen the open season beyond any regulations giving less protection than the general law.

Game wardens are provided for, whose duties will be to enforce the game laws within their respective counties and cities.

A license fee of \$10 is required of all non-residents of Virginia who may wish to hunt in the State, and an additional fee of \$15 is required if they desire to hunt deer or wild turkeys, but this does not apply to sales of resident land owners.

FINANCE PEOPLE ACTED PROMPTLY

They Promptly Came Back at the Common Council Last Night.

Following the action of the Common Council yesterday afternoon in turning down the resolution from the Finance Committee, asking that the section of the budget relating to the expenditure of \$5,527.22 for extras on the new city jail be held up, pending an investigation of the facts, the Committee on Finance held a meeting last night, at which new resolutions were adopted, and which will certainly further delay the payment of the money, even in the event it is finally voted down by the Council. The new measure will come up at the next regular meeting of the Council. Members say the amount will never be paid.

The session last night was an adjourned one, but the action of the Council was taken up for consideration, the members feeling that they had been unjustly and unduly criticized by the Council. As usual, it was executive, and no outsiders were admitted.

The resolution adopted is very much like one killed by the Council, but it is supplemented by six lengthy and well founded reasons why the question should be further looked into before the large payment of money is made.

Being held up by the Council, it was impossible to learn just what each and every member had to say about the matter, but fortunately a copy of the resolutions, which are self-explanatory, was obtained by a reporter for The Times-Dispatch. It follows in full:

THE RESOLUTIONS.

The Committee on Finance respectfully recommends the rejection of the resolutions referred to them by the Council, March 19, being Reports Nos. 1 and 2 of the Grounds and Buildings Committee concerning the new city jail, and for the following reasons:

1. It appears that there is a distinct difference of opinion as to the justice of the proposed settlement with the Stew- art Iron Works between the Grounds and Buildings Committee on the one hand and the City Engineer and the City Attorney on the other.

2. No one is competent to say, in the present state of the case, exactly what amount, if any, is still due on the original contract.

3. The amount actually for admitted extras is not separated from the statement of questionable extras.

4. It is not shown, as yet, whether any account has been taken of the expense incurred by the city by reason of the delayed delivery of the building and the consequent prolonged support of the temporary jail.

5. It also appears that if the claims of the Stewart Iron Works were now paid, they would be paid without the approval of the City Engineer, who is the executive officer of the city in charge of the work.

6. The settlement, if made as now proposed, would be made in spite of the pronounced disapproval of the City Attorney.

JAMES R. GORDON, Chairman.

Ball Denied Wright.

(By Associated Press.)

NEW YORK, March 19.—United States Commissioner Alexander to-day refused ball for Whitaker Wright, pending his examination. It was understood that Wright's attorney would apply to the United States courts for a writ of habeas corpus.

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THE SAME IN WHICH REV. DR. TALMADGE PREACHED IN WASHINGTON—SAYS HE IS SORRY, BUT HE DID NOT THINK OF TALK.

Times-Dispatch Bureau, No. 117 G Street, N. W., Washington, D. C., March 19.

HE VIOLATED NO STATUTE

Dr. McLeod United Negro Man and White Woman.

IN FASHIONABLE CHURCH

The Same in Which Rev. Dr. Talmadge Preached in Washington—Says He is Sorry, but He Did Not Think of Talk.

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BUILDERS OF HAPPY HOMES. WE TRUST THE PEOPLE.

Rothert & Co.

4TH & BROAD STS.,

Richmond, Altoona, Lancaster, Johnstown, York, Harrisburg

DON'T BORROW THE MONEY. HAVE IT CHANGED.

... HAVE YOU A HOME?—A SHELTER FOR YOUR FAMILY? ...

We are willing to help you make it the most attractive spot on earth. Our low prices and our policy of liberal credit do this for you.

Sideboards, China Closets, Extension Tables, China Dinner Sets AT ALL PRICES.

Magio, Palapsloo, Jennie and Aida.

No Better Ranges can be had anywhere. They are the Best Cookers and cost no more than trashy goods.

Chamber and Parlor Suits, Mattings, Carpets, Rugs, Lace Curtains, Iron Beds, Odd Dressers, Chiffoniers, Library Cases, Portieres.

TWO SOLID CAR-LOADS OF MONARCH REFRIGERATORS JUST RECEIVED, NOW ON SALE. BABY CARRIAGES AND GO-CARTS, ALL 1903 STYLES.

Fourth and Broad Streets. ROTHERT & COMPANY, Fourth and Broad Streets. EASY-TO-PAY HOME FURNISHERS.

NORFOLK & WESTERN R.Y.

THE ONLY ALL-RAIL LINE TO

...NORFOLK...

WEST TRAINS 3 DAILY EAST

"NORFOLK LIMITED" and "OCEAN SHORE LIMITED."

Both run solid from Richmond to Norfolk in 2 hours and 20 minutes without change of cars. (See schedule in another column).

LOW COLONIST RATES NOW IN EFFECT TO CALIFORNIA, WASHINGTON, MONTANA, AND OTHER WESTERN STATES. SEE THAT YOUR TICKETS READ VIA NORFOLK & WESTERN.

TICKET OFFICES: Byrd-Street Station; Richmond Transfer Company, 819 E. Main Street; Murphy's and Jefferson Hotels, and COMPANY'S OFFICE, 838 East Main